

GREAT OCEAN RACE BETWEEN CUNARDERS

Lusitania Will Attempt
to Break the Atlantic
Record.

LUCANIA ALSO
IN THE GAME

Two Great Liners Leave Queens-
town This Morning for New
York—Lusitania Great-
est Ship Ever Built;
Believed the
Fastest.

LIVERPOOL, Sept. 7.—The people of this city and its vicinity to-day concentrated their attention on what was considered to be an epoch making event—the departure of the giant Cunard line steamer Lusitania, the latest of the Atlantic liners, on her maiden voyage to New York. Additional interest was given to the event in that the Lusitania left port at 4:30 this afternoon, about two and a half hours earlier than the Lusitania, making possible a trial of speed across the Atlantic between the two vessels, the Lusitania being the fastest of the Cunard line, and the Lusitania, the fastest of the Cunard line.

Of course the officials of the Cunard line say that no race is contemplated, but the engine-room crews of the two vessels have been busy for a week past getting everything ready with the expectation that the engines will be called upon to do their best on this occasion. All the accommodation on both vessels has been taken. The lists include many notable people.

All the World Looks On.
All the marine experts of the world and thousands upon thousands of laymen will await the conclusion of what is thought will be the fastest ocean passage by the largest steamship propelled by the greatest marine turbines yet constructed.

Not "a" but "the" Leviathan of the sea is this great liner, beside which the largest steamships now in the transatlantic trade seem small. At 2,450 tons, with her bottom fouled with the clinging mud of the river Clyde, a measured mile test gives her speed at twenty-five knots, and the endurance tests to be run are expected to demonstrate her capacity to make this speed day after day on regular trips in the service of the Cunard line.

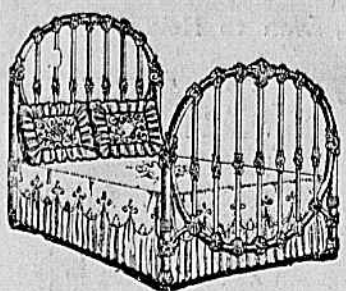
The product of two years in the hands of her builders, Messrs. John Brown & Co., Ltd., of Clydebank, the great size of the Lusitania may be realized when it is known that with an ordinary amount of cargo and passengers the throbbing mass of steel and fittings will weigh more than forty-five thousand tons. She is 750 feet in length, 88 feet in breadth and 60 feet in molded depth, with a load draught of 37 feet 6 inches. The turbine engines which are to drive the four propellers of the liner at a twenty-five knot gait are to develop 70,000 horse power, or nearly 25,000 horse power more than the great quadruple reciprocating engines of the Kaiser Wilhelm II. of the North German Lloyd line, the highest type of their kind in the world.

Other Ships Small.
It is such figures as these that mark the Lusitania and her consort, the Mauritania, which, exactly like her in every detail, will follow one month later, as marine objects of the greatest interest. Other hitherto large liners are dwarfed by comparison, and monarchs of the sea for some years to come the two Cunarders will be. Wherever they may be sighted they will be readily known by their four funnels, each 155 feet in height, for no other merchant liner has four funnels, each of which, with a diam-

Examine Our Parlor Suites

Look at the coverings, ask the prices, they are convincing.
Lots of odd pieces, Settees, Arm Chairs, Leather Rockers, all new styles, Gilt Chairs.

Newest Patterns in Iron Beds



The designs are all new, they are the prettiest we have ever shown.
Iron Beds, with springs and mattress complete, like this, only \$10.
We have others at \$6 to \$45.

Rothert & Co.

FURNITURE, CARPETS, STOVES.

FOURTH & BROAD STS., RICHMOND, VA.

ter of 24 feet, would easily make two for an ordinary ship.

Built solely for passenger service, the Lusitania will require seven thousand tons of coal to fill her bunkers. The bulk of the ship, which has an official measurement of 22,500 tons of approximately forty-two cubic feet to the ton, has space for only six hundred tons of dead weight cargo—hardly as much as the smaller coastwise steamships that ply along the Atlantic coast. Only express freight, therefore, can be carried, and this item is scarcely reckoned in the receipts to be taken in on each passage. As Vernon H. Brown, agent of the Cunard line in this country, said a few days ago, the liner is for passengers alone.

The "backbone" of the Lusitania is a keel plate nearly 750 feet long, five feet wide and three and three-quarter inches in thickness, which on the outside is flush with the bottom of the ship. Of the inside for the same length is the vertical keel, five feet high and one inch thick, and to this are attached, directly or indirectly, the frames and beams which make up the skeleton of the Leviathan.

The Lusitania's "ground tackle" is the strongest yet made, to hold the 45,000 ton mass against the strongest tides and winds when either at Quarantine here or anchored in the swift tide of the river Mersey, on the other side. The three anchors each weigh ten tons, and the 1,800 feet of so-called "cable" is composed of 22-inch links, the iron of which is three and three-quarter inches in diameter, each link weighing about 150 pounds. These links have been tested to a strain of 370 tons each.

Three Thousand Persons.
The carriage and housing of 150 first class, 500 second class and more than 1,200 third class passengers have been provided for, and with officers and crew the Lusitania will have more than 3,000 persons on board. This complement is not as large as some of the recent ships of smaller tonnage, but in the Cunard more space has been given over to the individual than ever before on a liner. The height between decks, ten and one-half feet, is more than the height of the rooms in modern dwellings, and insures a roominess that will be appreciated by ocean travelers.

There are two electric elevators in the center of the ship for the use of passengers, and six others are installed for the handling of mails, baggage and express matter. The provision for natural light is very complete, there being 1,200 windows and sidelights, in-

Chamber Suites; we are showing the newest Fall styles; mahogany, walnut and oak.
We have a nice stock of Chiffoniers to match.

We are agents for the National and Victor Felt Mattresses. Nothing better has ever been used to get rid of that tired feeling.

Majestic, National, Twentieth Century, all steel, no wood, the best springs that can be bought.
Feather Pillows, \$2 per pair.

Carpets

The largest stock that has ever been shown in any store.

Let us show you the fine Wiltons and Axminsters that we lay on your floor at \$1.35 per yard.

Handsome Ruga, 9x12 feet, best tapestry, \$18.

Others at \$15 to \$45.

Rothert & Co.

FURNITURE, CARPETS, STOVES.

FOURTH & BROAD STS., RICHMOND, VA.

cluding 500 ventilating lights. For artificial illumination there are 5,000 electric lights, the current for which is furnished through 200 miles of wire, some of these wires being one and one-half inches in diameter. A com-

plete system of telephones in all parts of the liner is installed, and as easily as the passenger from his stateroom sends his order to the stewards' lookout far up in the crow's nest forward tells the officers on the bridge what is ahead.

To be unshakable, so that passengers can be carried in perfect safety, the marine architects designing the hull made the top of the vertical keel the top mark for the double cellular bottom that extends not only beneath the Lusitania, but well up on the bilges, or turns of the bottom, so that in the event of either of the great bilge keels affixed to the outer skin being torn off and the skin injured, the invading waters would reach only the compartments of the double bottom, and not the working and living parts of the liner above. By the system of division the Lusitania will have 175 water-tight compartments, all connected with powerful pumps.

As if all this precaution was not enough, the lower deck, which is two decks above the inside bottom, is made absolutely watertight. The lower orlop and orlop decks are below this dividing line, and above are the main, upper, shelter, promenade, upper promenade and boat decks—nine decks in all.

To cover in all of these frames and their subdivisions and the outside and inside skins of the liner more than 25,000 steel plates were used, the largest being about forty feet in length and weighing from four to five tons. To fasten all of these plates about 4,000,000 rivets were used, weighing five hundred tons. In the keel plate, or the great backbone, are rivets eight inches in length, weighing two and three-quarters pounds each.

Floating Palace.
The same Brobdingnagian dimensions apply to everything on the liner that goes into her construction or handling. The main frames and beams placed end to end would stretch thirty miles. The diameter of the rudder stock is twenty-six inches, of the best steel available, and the rudder, of the balanced type below the water line, weighs sixty-five tons. The castings for the steering post, shaft bracket and rudder together weigh 230 tons.

As to the comfort of the passengers, the officials of the line say the ruling idea is a floating palace for the first-class passengers, a first-rate hotel for those in the second cabin, and a comfortable sea home for the 1,200 persons in the steerage. The last named will have berthed cabins, which a few years ago were considered good enough for the first-class voyagers. The increased room for those in the first cabin will be particularly noticeable. Roominess is the watchword of the ship.

At the dining hour passengers can choose between dining in a carte à la gold and white salon in the Empire style, or table d'hôte in a rich mahogany dining-room where the tables are arranged for parties as small as six persons. Fireplaces with cheerful burning coals in stormy weather, and windows shaped and curtained as in a private residence remove the shiplike look inside.

There are regal suites for wealthy passengers, which are the best examples of the decorators' and upholsterers' skill. These suites consist of a reception-room, sitting-room, two bedrooms and a bath. Besides the regal suites there are thirty-six "grand" staterooms, which have small dressing

rooms. All the heating will be done by electricity.

Bishop Van de Vyver, on Lusitania.
The Right Rev. Augustinus Van de Vyver, Bishop of the Catholic diocese of Virginia, was expected to sail from Liverpool on the Lusitania.

Bishop Van de Vyver, who has been spending several months at his home in Belgium, is expected in RICHMOND within a week or so.

Bishop Van de Vyver has greatly improved in health. He spent some time in Rome before going to Belgium. Although he has been absent a long time, he has kept up correspondence with the Rev. Father F. Joseph Magri, secretary to the bishop. Father Magri has received several letters and postal cards from the bishop.

PORTSMOUTH MAYOR PINES
SEABOARD TICKET AGENT

[Special to The Times-Dispatch.]
NORFOLK, Va., September 7.—Because he refused to return a traveler's railway ticket over his line purchased of a scalper, W. R. Muse, ticket agent of the Seaboard Air Line Railway in Portsmouth, was fined \$10 and cost by Mayor Reed to-day.

J. P. Stephenson was the complainant in the case. He purchased the ticket in Norfolk. It read from Portsmouth to Raleigh. Before boarding the train in Portsmouth Stephenson passed the ticket to the agent and asked him if it was good. The agent told him it was not, and refused to return the ticket.

Muse stated in court that he had been instructed to take up all scalper's tickets that might fall in his hands. The case was appealed to the Portsmouth Court of Hustings.

SHERIFF CAPTURES STILL
MOONSHINERS GET AWAY

[Special to The Times-Dispatch.]
FAYETTEVILLE, N. C., September 7.—Sheriff Watson has captured a fifty-gallon still in Rockfish township, the moonshiners having just fled, carrying off the worm.

John G. Shaw, member of Congress in 1894-'96 to-day announced his candidacy for Congress in this, the Sixth District, for 1908.

CAPTAIN MIKKELSEN AND
COMPANIONS ARE SAFE

LONDON, Sept. 7.—5:30 P. M.—The Evening News announces that a cable dispatch was received in London to-day from

First Thing Monday Morning

Call at Office of the

Radcliffe Lyceum Bureau,

708 American Nat'l Bank B'ld'g

And Reserve Your Seats for the Mid-Winter Series of Popular
Concerts and Entertainments to be given in the Auditorium of
the Jefferson Hotel.

MANY FAMOUS ARTISTS COMING TO RICHMOND

Mid-Winter Series of Concerts May Be Followed
by Visits From Several Stars of Musical World.
Francis MacMillen Likely Be Among Them.

Reserved seats are being rapidly taken for the great midwinter series of popular entertainments and concerts to be given in the new Jefferson Hotel auditorium, under the management of the Radcliffe Lyceum Bureau, of this city. That the entire seating capacity of the auditorium will be sold by October 1st seems quite probable. In view of the fact that the advance sale of season tickets for the midsummer concerts, also given under the direction of the Radcliffe Lyceum Bureau, was equivalent to three times the seating capacity of the Jefferson auditorium, it will not be at all surprising if the limited number of season tickets offered for sale should be exhausted within a very short time.

The opening concert of the series will be given on Friday evening, No-

vember 8th, the young American violinist, who has been creating such a furor throughout Europe the past season. On his American tour the coming season MacMillen will have with him Mrs. Rosina Van Dyk, formerly prima donna soprano of the Royal Opera of Berlin and Amsterdam; also Mr. Richard Hageman, the celebrated Dutch pianist.

A concert by the famous United States Marine Band, of Washington, is also being considered.

Drought Broken in Southampton.

CAPRON, SOUTHAMPTON CO., Va., September 7.—The drought of several weeks standing, which had begun to affect the peanut and cotton crops, also late corn, has been broken by a splendid rain. If the season will be

HATCHET BURIED BY STATE OFFICERS

Editorial In Times-Dispatch
Brings About Truce Between
Koerner and Board.

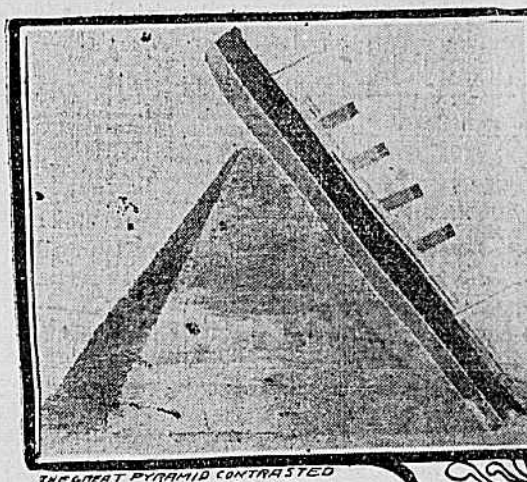
The following authorized statement was given out yesterday from the office of the secretary-treasurer of the State Board of Agriculture and Immigration: "The board has learned with pleasure that the commissioner has given the assurance, through the medium of the editorial columns of The Times-Dispatch, that he will in future cordially co-operate with that body in its endeavor to promote the best interests of the department and the farmers by conducting the work in accordance with the provisions of the plan of reorganization recently adopted. The board now desires, as it has always, that only the most cordial relations shall exist between that body and the commissioner, and it receives with much gratification Mr. Koerner's expression, and will meet him in the same spirit." "The editorial referred to is as follows: 'The Times-Dispatch is entirely friendly to the State Department of Agriculture and greatly regrets that there should have been any friction between the commissioner and the Board of Agriculture. But agriculture is life, and the department will be none the worse for its shaking up, if the members of the household will settle their differences in a patriotic spirit and agree that for the future they will cordially co-operate in their endeavors to promote the best interests of the department and the farmers. We are authorized to say that the commissioner is quite prepared to enter into such a compact, and that he will give the board no cause for complaint in the future. We feel sure, also, that the members of the board will meet him in the same spirit and that the work of the department will proceed without further interruption.'

New Through Registered Mail Pouch.

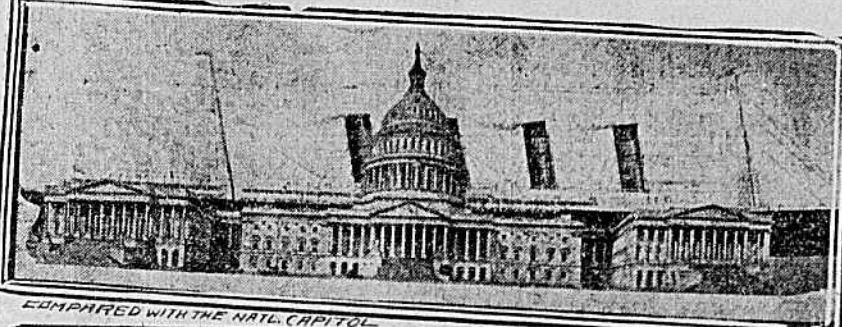
The through registered mail pouch now being dispatched from Richmond to Washington at 8:20 P. M., via the Washington and Charleston R. P. O., will hereafter be forwarded at 6:15 P. M., via the Washington and Hamlet R. P. O. No change in frequency.

Miss R. E. Maddrey has returned much improved in health, after sending a month in Bristol, Tenn. Wallace and Covington, Va.

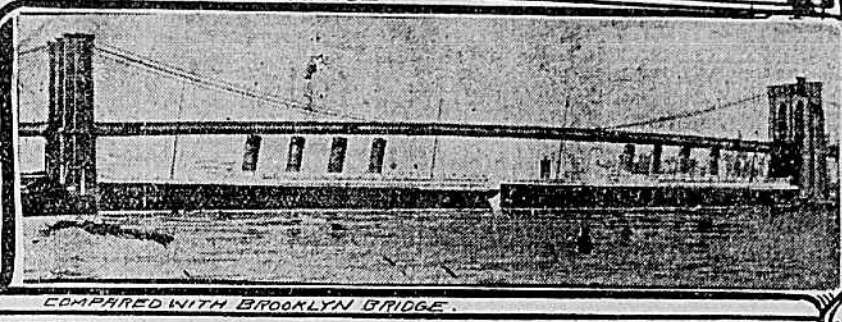
LUSITANIA, WORLD'S FASTEST AND GREATEST SHIP



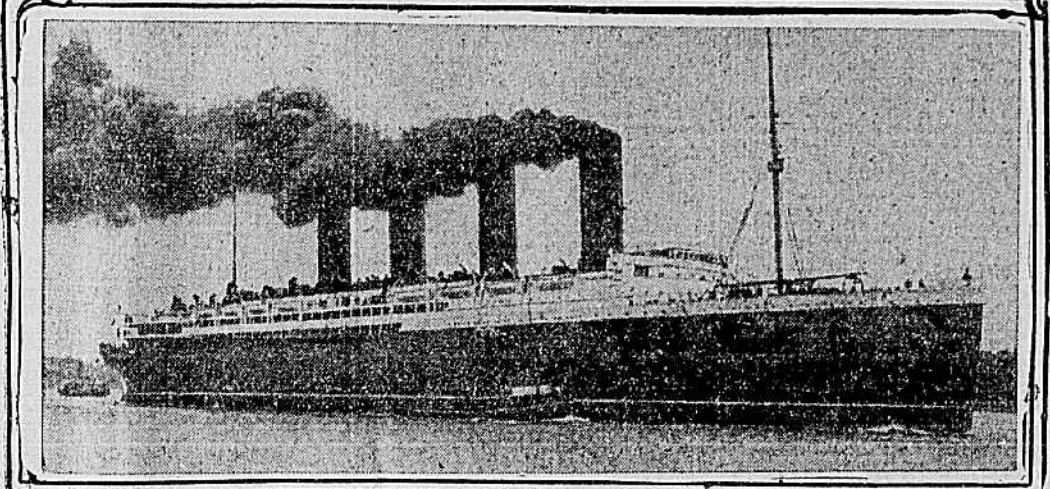
THE GREAT PYRAMID CONTRASTED WITH THE LUSITANIA.



COMPARED WITH THE U.S. CAPITOL.



COMPARED WITH BROOKLYN BRIDGE.



LUSITANIA ON TRIAL TRIP.

Gibson, Alaska, saying that Captain Mikkelsen, of the Arctic steamer Duchess of Bedford, and his companions are safe, having traversed the ice to a place of safety after the wreck of the ship.

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On Friday, February 21st, Carmen's Italian Boys, an orchestral club composed of clarinet, flute, first and second violins and harp, will give a fine program, assisted by Elbert Poland, entertainer and impersonator.

The John Thomas Comedy Concert Company will bring the series to a close on Tuesday, March 24th. Aside from this regular "series" of entertainments, Mr. Radcliffe contemplates bringing to Richmond this winter some of the greatest artists of the musical world. He is at present negotiating with the Brothers of the Besse, Abbott Grand Concert Company, and it is quite within the bounds of possibility that Miss Abbott, who is one of the most brilliant stars of Conrad's Metropolitan Grand Opera Company, will be heard here in the early autumn, supported by her company of seven assisting artists. Another treat which may be presented to Richmond music-lovers the coming winter, under the same management, is Francis MacMill-

favorable from now on, the harvest will be a good one in this section.

Dissolution Notices.

THE COPARTNERSHIP HERETOFORE existing between J. R. Goode and W. L. Goode, under the firm name of J. R. Goode & Son, is this day dissolved by mutual consent, W. L. Goode having sold his interest to J. R. Goode, who will continue the business, and is authorized to settle and collect all accounts due by and to said firm.

J. R. GOODE & SON.
J. R. GOODE.
W. L. GOODE.

REFERRING TO THE ABOVE, WILL say I have this day purchased the interest of W. L. Goode, of J. R. Goode & Son, and I will continue the business at the old stand, 1447 E. Main Street, under the firm name of J. R. Goode & Son, where I will endeavor to see the customers of the old firm, and promise them the same cordial treatment as in the past.

R. N. GOODE.

Summer Resorts.

JAMESTOWN EXPOSITION.

THE WENONAH, 90 Bute Street, Norfolk, Va.
One square from exposition car line; large, comfortable, airy rooms. Terms \$1.00 per person, one or two in a room; 75 cents each for larger parties. Open all November 1st. Arrangements made by mail or phone. Bell phone 584.
Address Mrs. R. G. ALBERT.

Rates \$1.00 per room, for one person; \$1.50 per room for two persons.

The Brunswick Inn,

LODGING.

Maryland Avenue, Jamestown Exposition, P. O., The Beach, Va. One hundred yards from entrance on the west side of Exposition Grounds.
HENRY COOK, Manager.

The Valentine Museum.

ELIZABETH AND CLAY STREETS.
Open daily from 9 A. M. to 5 P. M. Admission 25 cents. Free of Saturday.



20%
Discount

...On...

Go-Carts,
Porch Goods
Refrigerators
...and...
Freezers.

Only a few left, so come early if you are hunting bargains.

We also have some special values in PENINSULAR STEEL RANGES and NEW PROCESS GAS RANGES.

If not convenient to pay cash, our CREDIT SYSTEM is at your service.

Jones Bros.
& Co.

Everything in

Furniture, Carpets, &c.

1418-20 E. Main Street.

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We Have Decided
To "Follow the Flag."

We will take orders and deliver twice daily the American Bread and Baking Company's Bread and Pies to all of our trade.

Our wagons cover from Twelfth street to the city limits.

Place your orders by phone (3362 or 5719) or with our drivers. To insure good service place your order on the morning trip for dinner or supper, and on the evening trip for breakfast.

All Orders Given Special
Attention and Best Service

The Broad Street Market

820 West Broad Street.

Fancy and Staple Groceries, Tobacco, Cigars, Fresh Meats,
Vegetables, Hay, Grain and Mill Feed.

Fresh Fish, Oysters and Game in Season.

Rich Rugs and Druggets.

The new fall stock, including the best in Brussels, Axminsters, Royal Wiltons, and Smyrnas is ready for you. Choice colors. Newest designs. Prices very low.

SYDNOR & HUNDLEY, Inc., LEADERS.

709-11-13 East Broad Street.

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SAFEST FOR SAVINGS.

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